

Report to	Norwich highways agency committee	Item 7
	17 September 2015	
Report of	Head of city development services	
Subject	Norwich City Football Club – Proposed Toucan Crossing and Bus Gate	

Purpose

To approve for consultation a new Toucan Crossing, Bus Gate and amendments to local waiting restrictions to service the expanding development at the Norwich City Football Club site and beyond.

Recommendations

That the committee:

- (1) notes that the various Planning permissions granted have provided funding for improved crossing facilities and public transport access to the expanding development at Norwich City Football Club
- (2) asks the Head of city development services to advertise the necessary traffic regulation orders and notices to provide an egress for buses only from Geoffrey Watling Way/ Carrow Road on to Koblenz Avenue and access over a short section of shared 'cycle/footway' for cyclists to the Toucan Crossing as shown on Plan No. PH2113-HP-003 attached in Appendix 1
- (3) asks the Head of city development services to advertise the necessary traffic regulation orders to amend the on-street waiting restrictions by removing the existing parking bays and replacing them with double yellow lines Carrow Road as shown on Plan No. PH2113-HP-004
- (4) notes that any objections received will be considered by a future meeting of the committee.

Financial consequences

The costs of the scheme are being met by contributions from various developments in the immediate area, as part of S106 agreements already received by Norfolk County Council. £116,732 – Toucan crossing contribution, £114,000 – Non car transport contribution and a further £27,610 contribution from the Hotel. Total scheme funding is therefore £258,342.

Corporate objective / Service plan priority

The scheme helps to meet the corporate priority 'A safe and clean city' and the service plan priority to implement the Local Transport Plan.

Wards: Thorpe hamlet

Cabinet member: Cllr Bremner – Environment and sustainable development

Contact Officers

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Background documents

None

Introduction

1. The east Norwich area, around the Norwich City Football Club has expanded considerably in recent years, and there are now hundreds of homes on the site, with another 200 due for commencement later this year, and anticipated development of both the former Utilities site, and the adjacent Deal Ground. The population of this area has thus expanded rapidly in recent years, and will continue to do so. The area has been predominantly developed with apartments, most of which have restricted parking provision, and demonstrably very low associated traffic movements. The remaining development accessed from the football club site continues in this theme. Vehicular access to the Deal ground and the utilities site will be via Bracondale, so will place no additional traffic in this area.
2. Despite the growing population close to the City Centre, there are currently inadequate pedestrian and cycle facilities to cross the ring road (which operates as both the inner and outer ring road at this point). The developer funding that is being used for this scheme was negotiated on the basis that a proper crossing facility was required, particularly as it is the intention that National Cycle Route No. 1 is to be diverted along this route once access from the NCFC site through the Utilities site, and the Deal Ground has been achieved. The extent of the development area is shown on the extract from the local plan contained in Appendix 2
3. There are also no bus services serving the site at the current time, and whilst currently, most homes are within reasonable reach of existing bus stops at Riverside, the next phase of development will require bus services to enter the site

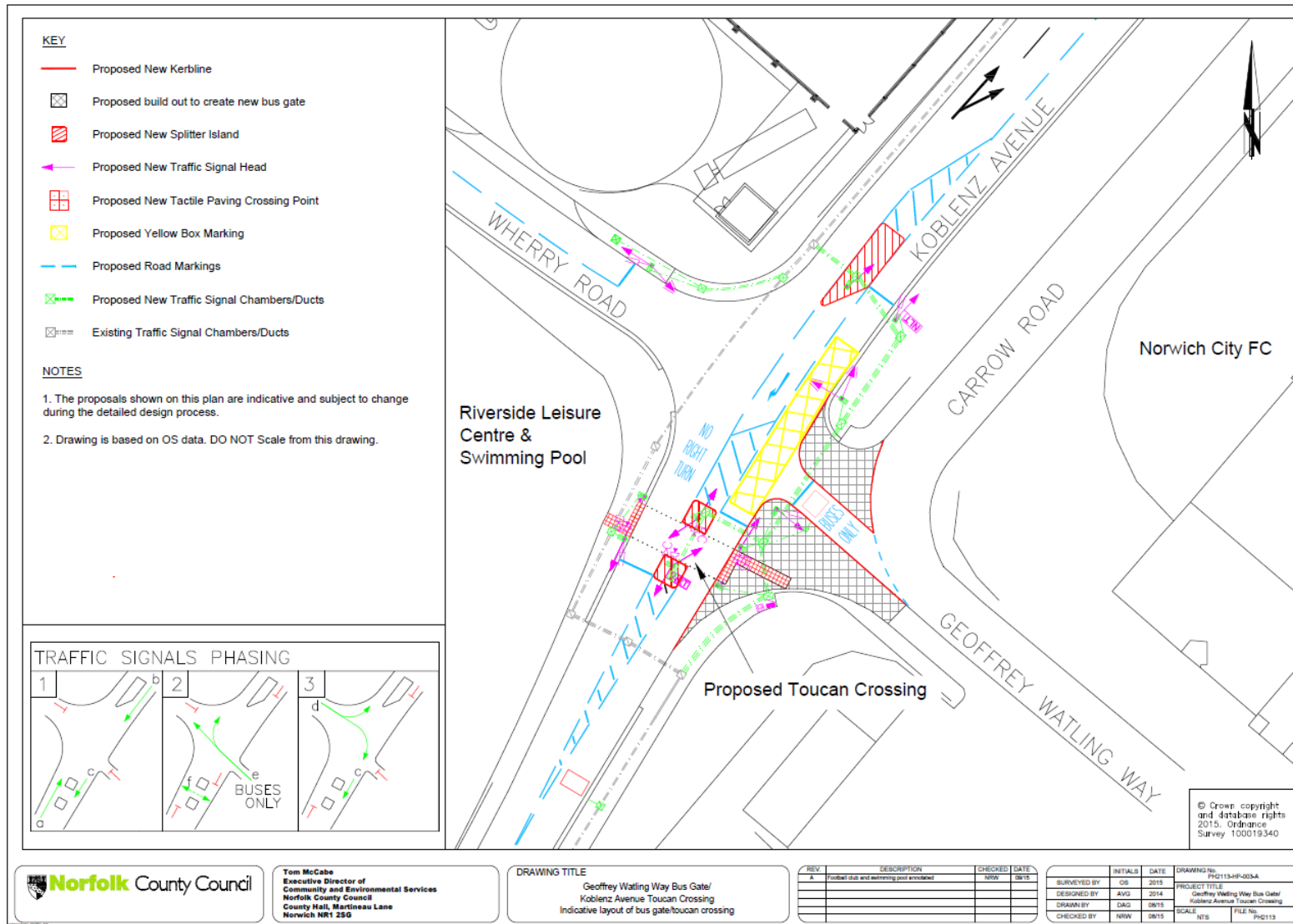
The proposals

4. The proposals include the signalisation of the junction of Wherry Road, Koblenz Avenue and Geoffrey Watling Way/ Carrow Road. This will enable the provision of bus priority measures between The Football Club site, and Wherry Road, and will allow a bus service to access, the Station, the NCFC site via Canary Way, and Canary Fields, returning via the Riverside development. We have received confirmation that a bus service will be routed to service the new development. Provision for a bus stop close to the junction of Canary Field and Geoffrey Watling Way has been made, and this will serve both the existing and proposed development.
5. Buses serving the development will enter via the junction of Canary Way down a short section of the old Carrow Road, via Canary Fields and into Geoffrey Watling Way. Buses will only exit from Geoffrey Watling Way, either to Wherry Road, or on to Koblenz Avenue. Emergency access will remain available through the bus gate which will be controlled by camera enforcement to ensure that the minimum green time possible is needed at this exit.

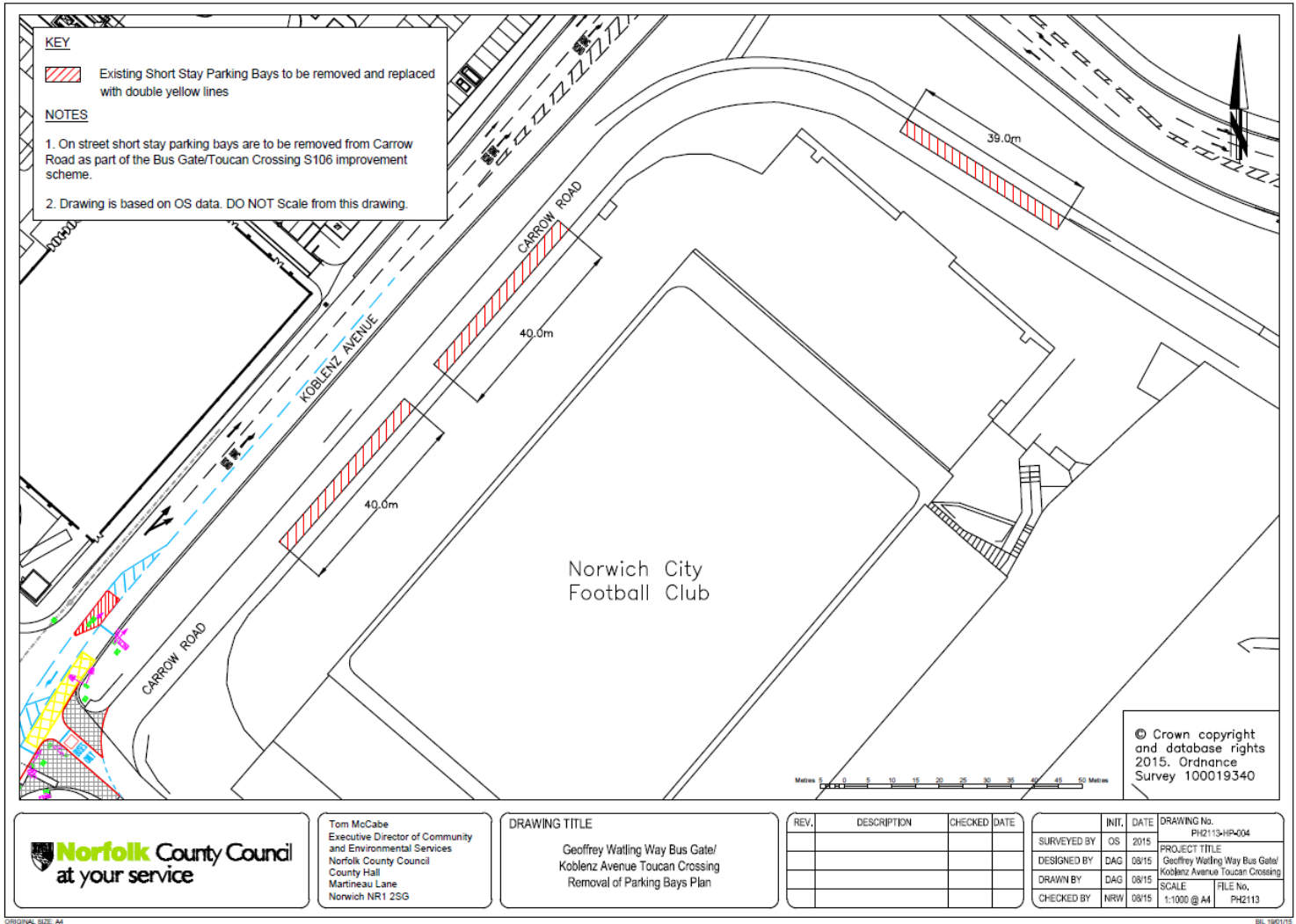
6. The junction of the old Carrow Road/ Kerrison Road with the ring road may require some adjustment to the timings. This was anticipated as part of the original development of the site, but has not been undertaken prior to the implementation of the additional traffic management proposed. The improvements to access to and from the area by sustainable transport modes should help to reduce the pressure at this junction. No adjustment can, however, deal with the level of demand experienced when there is a home game, or event at the NCFC site. These events will continue to be managed individually, as now.
7. The new Toucan crossing will significantly strengthen cycle and pedestrian access from this growing part of the city to the City Centre and Riverside
8. The scheme also has the benefit of managing the junction of Wherry Road with the ring road, which has been the location of a number of accidents, despite the relatively light traffic flows from the side junctions. As these flows are light, the amount of green time afforded to the ring road will be significant, and consequently, this improvement will not affect the overall capacity of the link between Foundry Bridge and Bracondale.
9. The proposal will therefore improve access to sustainable transport options to an area that already demonstrates very low traffic generation, and has access to the Car Club. These proposals will help to ensure that the level of traffic produced as development proceeds is kept to a minimum.
10. Some alterations to on-street parking arrangements are also required as part of the proposals. These are consequent on the need for NCFC to handle significant crowd movement, and ensure the safety of the public whilst they are visiting the ground. Norwich City Football club has to run all fixtures at Carrow road within a strict set of guidelines as set out Norfolk County Councils Safety Advisory Group (SAG). One of their requirements is that, on match days, no vehicle should be parked in any area that may hinder the emergency egress of supporters. Carrow road is one such area.
11. In addition, the Counter Terrorism Security Advisors (CTSA) have advised that any vehicle parked within close proximity to the stadium can create a high security risk. At recent fixtures there have been a number of incidents where cars have been left and it has not been possible to get them removed. This places the onus on the club to decide how much of a risk it causes. Consequently, the Club have requested that the current on-street parking spaces on Carrow Road are removed.
12. The scheme is fully funded by developer contributions from the various developments in and around the football club, Subsequent developments will attract Community Infrastructure levy (CIL) payments

Appendix 1

Draft Layout of Bus Gate and Toucan Crossing at Koblenz Avenue/ Geoffrey Watling way



Appendix2 Changes to Waiting Restrictions on Carrow Road



Norfolk County Council
at your service

Tom McCabe
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and Environmental Services
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DRAWING TITLE
Geoffrey Watling Way Bus Gate/
Koblenz Avenue Toucan Crossing
Removal of Parking Bays Plan

REV.	DESCRIPTION	CHECKED	DATE

INIT.	DATE	DRAWING No.
OS	2015	PH2113-HP4004
SURVEYED BY	DAG	08/15
DESIGNED BY	DAG	08/15
DRAWN BY	DAG	08/15
CHECKED BY	NRW	08/15
SCALE	1:1000 @ A4	FILE No.
		PH2113

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